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Sealift

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Looking for Talent

Although the MSC, Atlantic employees quoted in this issue of Sealift may seem atypical of those in other large and successful organizations, it has been my experience in the more than two years I have been MSC commander that they are not. This worldwide organization has many employees who have been on board for at least a decade.

There are, of course, employees who come and go—looking for other opportunities in life—but the Military Sealift Command is a type of organization able to keep most of its best people. There are almost unlimited opportunities for promotion from within, thus encouraging job related education and on-the-job training. This is true for the clerk typist and our unlicensed seamen, as well as all levels of licensed officers and shore-side management personnel.

Career opportunity, job training and maintenance of an environment conducive to satisfaction for our highly skilled people benefit both the command and individual. Last month, in a length-of-service awards ceremony at MSC headquarters, 39 persons with 10 to 35 years Federal service received special recognition. Those 39 people collectively had 746 years of Federal employment, and 413 of their productive years were with the Military Sealift Command. For an organization only 28 ½ years old, that is quite exceptional—due principally, I think, to the fact that MSC is a unique military-business type organization.

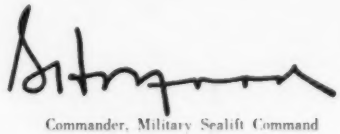
We operate a highly diversified fleet of ships that require manning by highly skilled people, with extremely knowledgeable persons ashore to direct and manage those operations—in the headquarters, the area commands and offices.

Although the command personnel retention rate is high, employees eventually retire and must be replaced. Recruiting is a continuing task. And, because of our special requirements, that task can be a difficult one. As Mr. Mike Kirshenbaum, personnel director at our Atlantic area command, points out in this issue, many of the skills we need are not available in the maritime industry.

Retired Navy men who have served aboard the fleet support ships and Navy corpsmen are welcome candidates for MSC employment because they have many of the specific skills we need. Diesel engineering is another specialty where we welcome experienced people because their numbers are limited in both the Navy and the merchant marine.

As I mentioned before, the MSC fleet is diverse. We still operate point-to-point cargo ships, but most of our Civil Service manned ships are fleet support vessels, such as oilers, oceangoing tugs, ballistic missile carriers, and special project vessels including oceanographic research and survey ships, cable layers and down-range missile tracking ships. Once a mariner is hired, he does not necessarily work aboard the same vessel year after year. He is encouraged to learn new skills and to take Coast Guard examinations for promotions. He has an opportunity to see the world aboard different types of MSC ships.

We want good personnel. If they do not have the exact skills we need, we offer training programs that lead to satisfying and rewarding MSC careers. If any Sealift readers are interested in such a challenging and rewarding future, MSC personnel offices either in Washington, D.C., Bayonne, N.J., or Oakland, Calif. can readily provide detailed information on job opportunities.



Commander, Military Sealift Command

COVER: Photo editor Russ Egnor shot this unusual sunburst effect with the frigate Constellation by using a color filter with black and white film. Story page 16.

Rear Adm. Sam H. Moore
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Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

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The Atlantic area commander describes his job as "very rewarding" and different.

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Bayonne Pirates

Pirates, a submarine, a chicken and a dog have contributed to the peninsula's history.

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MSC, ATLANTIC On the Job Afloat and Ashore

This is the first of a series of four articles highlighting the MSC area commands and the people within those commands who carry out organizational missions.

The primary purpose of the four-part series is to recognize the skills and achievements of the professionals who conduct command operations—and thus to illustrate the interrelated role of all major MSC organizations and the sum of their contributions to national security.

It is recognized that space restricts the scope of this and subsequent features. Some functions may seem to have been ignored, and only a few individuals will be mentioned by name. But those few—organizations or individuals—are representative of their co-workers. The attitudes, the accomplishments, the challenges and the problems that are described are typical and prevail throughout each command.

If interesting stories that merit sharing with Sealift readers have been overlooked, we would appreciate hearing from the readers of the command magazine so that they can be reported in future issues.

The value of any equation equals the sum of all of its components and that mathematical law also applies to Military Sealift Command which can never be more successful than are its four major elements, the area commands. Largest of the MSC area commands, MSC, Atlantic, recruits, trains and directs a seagoing and ashore work force that operates, maintains and supports all types of command ships, except tankers.

With headquarters at the Military Ocean Terminal at Bayonne, N.J., in sight of the Statue of Liberty, MSC, Atlantic at the end of 1976 employed about 2,000 Civil Service marine personnel who man the ships and 310 civilians and 46 military who handle tasks in the area command headquarters. Atlantic commander is Rear Adm. Frank B. Guest, Jr.(see page 12) and chief of staff is Capt. Herman E. Fritzke, Jr.

The remainder of MSC employees are assigned to the Washington, D.C. headquarters, to three other area commands in Oakland, Calif.; Bremerhaven, Germany, and Yokohama, Japan, to subarea commands in New Orleans, La. and Naples, Italy, and to offices and smaller MSC units around the world.

The Atlantic area command controls the New Orleans subarea and offices in Norfolk, Va., Port Canaveral, Fla., and the Panama Canal Zone plus a unit at Southport, N.C. Also, the command has full-time representatives at Beaumont and Houston, Texas, and in the summer months at Thule, Greenland. MSC, Atlantic also has part-time representatives at 19 other areas from Greenland to the Indian Ocean.

The Atlantic area command has operational control of 26 ships including 14 involved in special project operations, nine in fleet support and three cargo vessels. Present makeup of the Atlantic area command fleet reflects the changed role of MSC since the Vietnam conflict from primarily carriage of cargo to fleet support and special project operations. Movement of Defense Department traffic that goes by sea, both dry cargo and petroleum products, is still a primary responsibility of MSC, but most of it moves on U.S.-flag scheduled commercial ships or on commercial ships chartered by the command to deliver cargo where scheduled service is not available or responsive.

The tanker division at MSC headquarters in Washington, D.C. controls command tankers that carry petroleum products, except for three small gasoline tankers, two of which are under the control of the Far East command and one under the MSC, Honolulu office.

Late this year MSC, Atlantic will begin operating an additional underway replenishment oiler, USNS Mississinewa, which is currently in overhaul at Oakland and under control of the Pacific area command.

Captain Fritzke graduated from the U.S. Merchant Marine Academy at Kings Point in 1948 and received a commission as an ensign in the Naval Reserve. He first sailed as deck officer for Grace Line. He was ordered to active duty in 1952 during the Korean War and sailed on the USNS Boyce, USNS Funston and the troop ship USS W. A. Mann as security gunnery officer. He returned to civilian life in 1954 with the Luckenback Steamship Co.'s traffic department in San Francisco. The next year, "because the Navy offered more of what I wanted to do as a complete career," Captain Fritzke returned to the Navy.

In August 1969 Captain Fritzke was made head of the cargo-passenger division at MSC headquarters and in August 1971 took command of MSC, Mediterranean, a subarea command in Naples, Italy. The following year he became commander of Eastern Atlantic and Mediterranean, an MSC area command. In July 1975 he assumed his present position.

Noting the change in emphasis from point-to-point delivery of Defense cargo to Navy fleet support and

Capt. Herman Fritzke

operation of research, survey and other specialized special project ships, Captain Fritzke said, "Although MSC controlled a much greater number of ships in the past, in some ways it was more simple then because most of the ships returned to the New York area and crewing, provisioning, assistance and other services could be provided here.

"Now, the ships rarely come into New York so we must send our people to the ships and that takes a lot more time," he said. The survey ships, oceanographic research vessels and the fleet support ships and their equipment are more complex to operate, he said, adding that "demands on men and ships are much greater."

Most MSC, Atlantic ships operate out of Norfolk, Port Canaveral and Charleston. The oilers are at sea for considerably longer periods than cargo ships. "Many of the Atlantic staff members are on the road for greater periods of time," Captain Fritzke said.

"The business of commercial shipping has changed dramatically in the past 30 years," he said. "The ships have gotten bigger, faster and more productive and with the change from breakbulk operations to containerization the ships are more specialized. On the modern automated ships, crews are smaller and need not have the overall skills of the older mariners who sailed the breakbulk cargo ships."

Captain Fritzke noted, however, that MSC has a need for mariners with "marlinspike seamanship" skills who can become familiar with the complex equipment on fleet support and special project ships. He reported that the command is developing distinctive training programs for seamen needed to operate those types of ships.

Coordinating all fleet support activities at MSC, Atlantic is the fleet support division headed by Cmdr. Michael Wheat, a long-time Navy man who began his career in 1942 as an apprentice seaman. With extensive experience aboard Navy tugs and oilers, he was first with MSC in Viet Nam—operating tugs and barges and scheduling landing ships.

The fleet support division acts as liaison with ship masters and Navy fleet operating commanders on such matters as scheduling, ship capability, overhauls and in-service inspection, and advises the Atlantic staff on crew training and crewing.

Commander Wheat was commissioned in 1958 and in addition to serving on submarines and the carrier Leyte, he was executive officer of the fleet tug USS Chickasaw and the oiler USS Milwaukee, first lieutenant of the oiler Kennebec, and skipper of the tug USS Luiseno. While he was in command of the Luiseno it won a Navy unit commendation for assisting in the recovery of a lost atom bomb off Palamares, Spain. In fact, every ship Commander Wheat has served on has won an efficiency "E" award.

Also in the division are Lt. Cmdr. Carl Mallett, deputy; Joseph Ferguson, marine transportation specialist, and Mrs. Madaline Meluso, secretary.

MSC, Atlantic got into Navy fleet support operation in 1973 when it took over control of the oceangoing tug USNS Mosopelea and the oiler Marias. Atlantic area crewmen previously operated point-to-point cargo ships and were not familiar with the underway replenishment rigs and towing gear of the new ships. They had to be trained, and had to develop new skills.

The training division arranged for MSC mariners to receive training at Navy schools, mostly at Norfolk, but as far away as Treasure Island, Calif. Among the courses still offered are cargo handling, cargo accounting, helicopter operations, aviation fuels handling, officer of the deck tactics, junior officer shiphandling, diving and salvage, navigation system and radar operation, and hydraulic winch maintenance.

Until February when he retired, Philip Brunell was head of the training division. John Ward who began his sailing career in 1943 with Grace Line, then was deputy director.

The division operates the fire fighting school at Earle, N.J. Mariners from ship master to utilitymen are required to take the three-day fire fighting course which

Philip Brunell

John Ward

includes two days of classroom instruction and one day actually putting out shipboard-type fires. Last year 3,000 merchant mariners and persons such as maritime students, Coast Guard seamen, naval reservists and military men took the MSC fire fighting course at Earle. Except for MSC and military trainees, arrangements to use the Earle facility are made through the Maritime Administration, one of many maritime organizations which helped establish the school (see Sealift, March 1975).

The division has six instructors, including Ward, who spend much of their time on ships to maintain their own expertise and to observe MSC crewmen on the job. The six instructors have more than 150 years experience sailing on merchant ships.

Ward has his chief engineer license and sailed 13 years on MSC ships. Other licensed instructors are John Kuzow, chief engineer license; James Ware, master license; Mike Bishansky, master; Richard Peyrek, chief engineer, and Jack Nagle, 1st assistant engineer. Brunell's background is primarily in education and training.

The division provides each ship with catalogues for Navy correspondence courses, some of which are required for promotion. Last year, 100 MSC, Atlantic mariners either completed or were taking Navy courses. A technical library also is provided each ship by the division.

Marine personnel, however, are not the only Atlantic employees involved in training. Any MSC employee at Bayonne can nominate himself for a variety of job-related courses. Supervisors and potential supervisors were offered a management by objectives orientation course last year and all Atlantic employees could attend a short course on nautical terms. Atlantic Civil Service employees and military personnel considering retirement in the next three years are offered a three-part training program which includes speakers from business and industry as well as government agencies such as the Internal Revenue Service and Social Security Administration.

Before MSC mariners can go to work they must be declared physically fit. The medical office has a part-time doctor who gives physicals and can hire, on a daily basis, other doctors as the workload dictates. Dr. Neil J. Conan is medical officer and Lt. Robert W. Sloan is director of the administrative division.

In charge of the dispensary is Chief Hospital Corpsman Richard Allen. Eighteen years ago, he joined the Navy wanting to become an electrician. "I was put aboard a destroyer as part of the deck force. The corpsman needed help so the only way out of the deck force was to volunteer to help him. That worked out and he got me into basic school," Allen said.

Since then Allen has helped write naval history, serving aboard the USS Wasp when it was the recovery vessel for three Gemini shots.

Allen handles approximately 6,000 medical records for the mariners now working, former employees and others who are on leave, and might be available for future employment. Supplemental records for more than 1,800 active mariners are kept aboard their ships

for use in medical emergencies.

The supplemental records were started about 18 months ago and show results of the last physical, any health problems a man might have, blood type, and other information that might be helpful in an emergency.

At one time, Allen said, half of the people who were given physicals were found unfit "so we had to see twice as many to get crews together." The health program creates paperwork and Allen has two full-time clerks and two part-time high school girls who help with the filing.

MSC nurses, before being assigned to a ship, go through a training program that covers record keeping, supply and inventory systems "until we think they are qualified," Allen said. The Atlantic area command, said Allen, now is advertising for registered nurses and retired Navy chiefs or first class corpsmen. "The Navy corpsmen are probably the best for our ships because they have been trained in shipboard medicine and they know the routines and problems."

Finding the right kind of nurses and the best qualified crewmen for the fleet support ships is not the only personnel problem facing MSC, Atlantic. Civilian Personnel Officer Mitchell Kirshenbaum listed four classifications in which well qualified people are needed: diesel engineers, able-bodied deck personnel, deck engineer machinists and licensed steam engineers.

"The problem we have in recruiting crewmen for Navy fleet support ships is that many of the skills we need are not available in the commercial merchant marine industry. So we try and get them from the Navy, or we send crewmen for specialized training at Navy schools," he said.

Kirshenbaum noted that the command operates many ships with diesel power plants. "The merchant marine has a limited number and that means diesel engineers are difficult to recruit—because there are fewer of them."

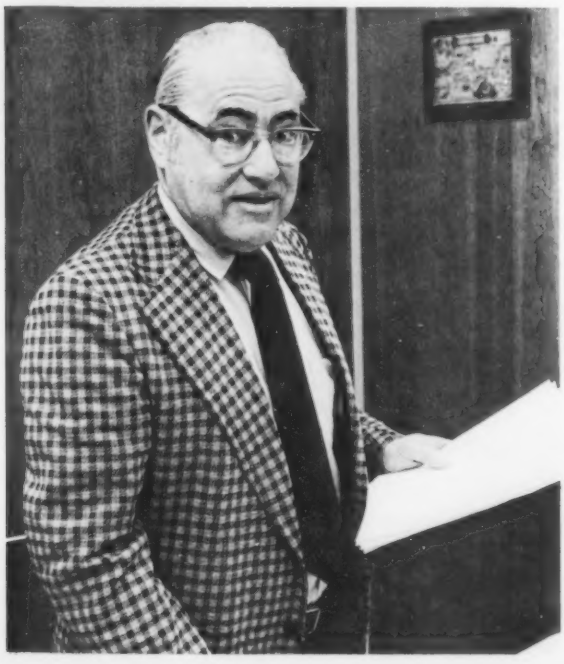
Kirshenbaum began his federal career in 1941 as a clerk with the Army Transport Service and joined MSC in 1949 when it was organized. After working in the crewing branch and employment division, he became assistant director of industrial relations. Twelve years ago he was promoted to his present position.

"This is one of the most unique and stimulating jobs in the personnel field," he said. The problems are not the type normally found in Federal service and there are a few precedents. For example, you start with the premise that there's going to be a 100 per cent turnover every year in marine personnel." In addition to regular leave, MSC mariners receive two days shore leave for every 30 days their ship is on a voyage. And, because there are long separations from families, many seek jobs ashore when they are available.

Among the persons who deal directly with hiring marine personnel is Dominick Catanzarita, head of the crewing and receiving branch. He also started working for MSC in 1949.

Primary task of the branch is to provide crews for command ships. That encompasses many other functions such as keeping more than 2,000 personnel records

Mike Kirshenbaum



HMC Richard Allen

and many more supporting records, conducting a promotion program, employment interviews and evaluations, authorizing leave and temporary promotions, issuing identification cards and handling reductions in force.

"Most of it is deadline work," Catanzarita said. "It's a tricky thing to get a man to port so he can board his ship. Sometimes schedules are not definite. Sometimes a man gets ill. So, in addition to having a man to fill a job, we generally need a backup for him. And we must be able to accelerate the whole process to accommodate sudden changes in requirements," he said.

Catanzarita also began his career with the Army Transport Service. During his 31 years of experience, he has seen changes both in the nature of MSC operations and the attitudes of merchant seamen.

"We now have a greater variety of missions and have a greater need for specialized skills, and for broader training programs. Our crewmen are better paid, career oriented professional types, and the emphasis now is on getting people with administrative skills in addition to good seamanship.

"There are signs that a seagoing career is gaining greater status—and recognition as a rewarding profession. The 18-year-olds now ask about retirement benefits. They are interested in long-range advantages and they try to advance their career as quickly as possible. They have an advantage of working with the old timers aboard our ships who are tested, professional people who know MSC tasks, many of which are unique in the maritime industry."

When Catanzarita leaves work each day he goes home to his wife Mary, "a green-eyed, blond Italian interested in the same things I am. That's one more reason my life has been rewarding." They are both taking advanced dancing lessons, learning disco dances like the hustle, and have refurbished and decorated their 70-year-old home in Flatbush, an older residential section of Brooklyn. A painter and woodcarver, Catanzarita also works with stained glass.

"I have a very deep respect for MSC. If I had to choose this line of work, this is where I'd like to be. And I think you would find a lot of people around here who would say the same thing," he added.

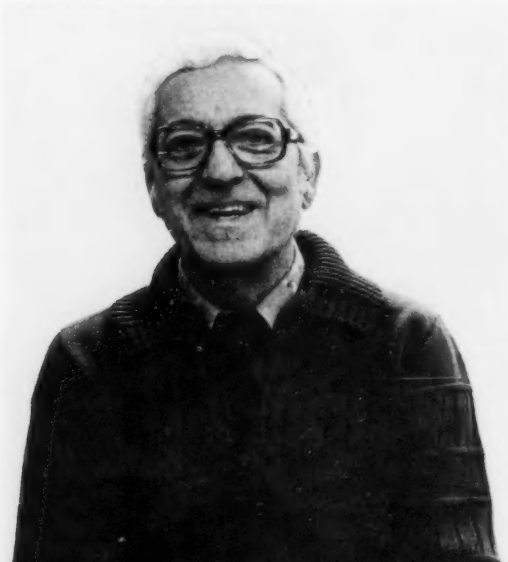
Another Brooklynite who began working for the government in the 1940s is Zelda Friedlander, a personnel staffing specialist. Mrs. Friedlander, however, took 21 years off to raise a family of five children. She has been with MSC for nine years.

Residents of Brooklyn for 28 years, the Friedlanders moved to Perth Amboy, N.J. in February 1976, shortly after MSC, Atlantic moved from Brooklyn to Bayonne.

Mrs. Friedlander sends out job vacancy announcements, writes letters to applicants, conducts interviews, processes temporary promotions and handles personnel evaluations. She also administers the "stay in school" program and supervises 26 high school students who work part-time for the Atlantic area command.

Mrs. Friedlander is perhaps the best known employee at the command, partly because of her job, but also because she delivers about 40 bagels a day to the command. "I've always brought things in from home and

Dominick Catanzarita



Zelda Friedlander

Olaf Knutsen

Cmdr. Thomas McHugh

now I go past a bakery that has them fresh in the morning. Other people bring things in too. There's a lot of closeness here. It's a nice feeling."

More than half of the ships controlled by MSC, Atlantic are assigned to the special project division headed by Olaf Knutsen who began a 37-year maritime career in January 1940. In 1963 he became "third man in a three-man office" in the special projects division. He has been director for seven years.

In managing ship operation, Knutsen keeps in contact with ship sponsors such as Naval Oceanographic Office, Naval Research Laboratory and the Air Force Eastern Test Range. Before a project begins, a sponsor will call the office with survey requirements. "We check with all codes here and make sure we can support the mission and when we reach an in-house agreement we work with the sponsor to develop a program."

The Atlantic special project division also plans for and manages the summer resupply of Air Force bases in the Arctic, using the cargo ships USNS Towle and Mirfak. These two ships are not normally assigned to special projects except for about three months during resupply operations. The Coast Guard provides an icebreaker for this mission which then comes under MSC operational control, Knutsen said.

It was the Arctic supply mission that helped put MSC into the special project ship business. In 1951 efforts began to supply the Air Force base at Thule, Greenland, and later a number of bases in Labrador and Baffin Bay. Partly because of the success of that special project, MSC was subsequently assigned research ships as part of MSC's non-transportation mission.

Shipping conditions were so poor when Knutsen graduated from the New York State Maritime College in 1938 that he decided to go to Alaska to live. But, the economy was no better there. About a year later he returned and took a job as an able bodied seaman with the Army Transport Service. He had a third officer license, "but at that time you had to take a job when and where you could get it." He sailed on troop ships during World War II and by 1949 he had a master's license and was serving aboard passenger ships carrying refugees from Europe for the United Nations.

Keeping the 26 ships in the MSC, Atlantic fleet supplied with everything from toothpaste to generators is the job of 20-year Navy veteran Cmdr. Thomas H. McHugh and his 50-person supply office team. Deputy supply officer is Irving Medetsky.

Although Commander McHugh has spent his entire Navy career in supply, he found MSC "a different world compared to what I was used to." Noting that MSC ships rarely get to the New York area, he said material must be moved faster and deadlines become critical. "Even simple tasks can become problems," he said.

A unique feature of the supply office is its unlimited purchasing authority, an authority no other MSC command has. MSC, Atlantic is responsible for "supplying all commands, including headquarters, with a variety of marine equipment. This includes high dollar items such as winches, turbines, propeller shafts and anything that is unusual or hard to find," Commander McHugh said.

In fiscal year 1976, which ended June 30, the supply

office spent more than $11.5 million to procure equipment. Conventional stock items provided Atlantic area command ships cost $2 million and the bill for food for crews aboard the 26 ships came to nearly $2.2 million. Ship stores supplies such as toothpaste and soap cost $600,000.

The supply office has three divisions: ship's liaison and port steward division headed by John J. Powell, material control headed by Lt. Bruce A. Colvin, and exchange and special service headed by Lt. (j.g.) Barbara Furst.

Powell's division sponsors a training program for yeoman storekeepers and steward personnel and coordinates with the personnel office in hiring, firing and promoting. Material control handles requests for standard supplies and services, except medical, exchange and welfare and recreation supplies. The division also disposes of scrap, salvage and surveyed materials. The exchange division provides items for sale aboard ships, and purchases welfare and recreation items for marine personnel from the profits. That division also handles the motion picture and audiovisual programs. In fiscal year 1976 some 4,000 motion pictures were exchanged among MSC, Atlantic ships.

Last year Commander McHugh adapted the "mother ship" concept for the special project ship Kingsport. Four extra refrigerated supply compartments were put aboard with stores for three other Atlantic ships, Wilkes, Mizar and the Myer, all operating in the Indian Ocean.

Of the three division heads, Powell is the old timer, and has a background that gives him particular knowledge of the job. He has a masters degree in student personnel administration and when times were tough worked as a porter, bellhop and waiter as well as a social worker for New York City.

Powell started with MSC in 1954 as a utility man on the USNS Patch. Less than 2 ½ years later, he was chief steward aboard the USNS Boyce. He came ashore in 1972 to take his present position.

One of the largest units in MSC, Atlantic is the engineering office. It's 76 employees are headed by John Burke who joined the command in 1950. Engineering personnel from clerical and administrative specialists necessary to any operation, to draftsmen, architects and engineers are responsible for the material readiness of ships assigned to the Atlantic area command.

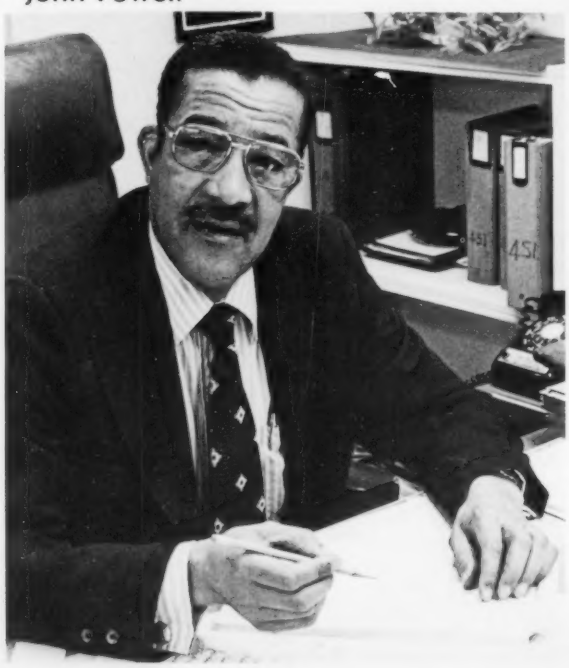
Engineering has three major divisions to monitor ship maintenance and repair: cargo, oceanographic and fleet support. Supporting these divisions are technical office, electronics, material and procurement and control office.

Atlantic engineers are some of the most traveled employees of the command and it's a rare occasion when all are at Bayonne at the same time. Engineers travel around the world to supervise shipyard repairs and overhauls and to conduct ship inspections.

Burke's problems come from trying to keep the old ships running and finding "skills never required before—in the fields of hydraulics and automation." One of the more difficult problems engineering has is locating replacement parts for "equipment that is an-

John Burke

John Powell



Gabe Steinbach

Emily Cohen

cient and obsolete as well as new equipment the manufacturer has decided not to support," he said.

Although Military Sealift Command is not a money making organization, it does bill its customers for services provided. The money collected is recycled through the Navy Industrial Fund to finance MSC operations. Finances at Bayonne are handled by the comptroller's office headed by Cmdr. D. E. Ridley, and Gabe Steinbach, deputy. The latter has been with the command since 1949.

Steinbach is in his 14th year as deputy after working his way up from a clerical job in the accounting division. He supervises four divisions: budget and statistics, accounting, disbursing and data processing. These divisions processed approximately $225 million last year.

"Perhaps the largest expenditure is for commercial ocean transportation which points up how the command function has changed over the years," he said. "As MSC has evolved from strictly a cargo and passenger operation and added its present fleet support mission, there has been a proportionate shift of monies to the commercial shipping companies who now carry about 97 per cent of Defense cargo."

Emily Cohen is a woman on the run—between the ship operations division as a marine transportation specialist and the new job with special projects, also as a transportation specialist.

Mrs. Cohen began as a GS-3 clerk typist in operations 13 years ago. "As jobs became available I was promoted. I was the first woman transportation specialist in operations. The men were very helpful and taught me a lot. My job is like traveling around the world without leaving my desk," she said.

She prepares ships sailing orders, arranges for diplomatic clearances for ships calling at foreign ports, keeps track of ship budgets, requests routings from Fleet Weather Command, notifies foreign ports of ship arrivals and possible time changes, arranges for husbanding agents in ports where there are no MSC representatives and sometimes arranges for tugs, pilots and line handlers.

"It keeps me on my toes and time goes very fast," Mrs. Cohen said. She is chairman of a daily meeting of various other divisions "to let them know the changes to the previous days' reports and to keep them up to date on daily routine." Once a week she briefs the staff on location of Atlantic ships.

"I have to know the speed of each ship, mileage to the port, amount of cargo to be discharged and in the case of a special project ship, the number of scientific personnel on board. I hope and pray nothing goes wrong," she said.

MSC, Atlantic is in its 28th year as an operating element of Military Sealift Command. Those years have gone fast, and a great many accomplishments have been recorded. Many people have retired, but a number of veterans remain.

Like Emily Cohen, they sometimes pray, and sometimes hope for an assist from Lady Luck. But, they represent a team that is a winner because each member has confidence in his own knowledge, and his abilities. ⚓

The Guests and their five youngest children pose for a family portrait. Standing are (left) Steven, James and Admiral Guest. Seated are (left) Joan, Ellen, Mrs. Guest and Robert.

ADM. FRANK GUEST
Man at the Helm

EDITOR'S NOTE: As Sealift was going to press Rear Adm. Frank B. Guest, Jr. died at the Naval Regional Medical Center, Philadelphia, Pa.

"I like to hunt, fish and swim, but I've done precious little if any of those things in the past two years mainly because of my two jobs. One took care of my days and the other took care of my nights."

Rear Adm. Frank B. Guest, Jr. was not talking about a moonlighting job after normal working hours, but the two demanding positions assigned him by the U.S. Navy—Commander of Military Sealift Command, Atlantic, and Commandant of the Third Naval District.

The father of eight children with strong family ties, Admiral Guest became MSC, Atlantic commander in February 1975 and at the same time Third Naval District commandant with responsibility for all naval matters in New York, northern New Jersey and Connecticut. The latter job, however, ended last December

when several naval districts were consolidated.

"That change enabled me to become full-time commander of MSC, Atlantic so now I can devote most of my energies to that job," he said.

The two years the 34-year Navy veteran has been with MSC, Atlantic have been "very rewarding, both from the standpoint of the professionalism of the people and the work itself." Although most Navy jobs are different from the one previous, MSC presented two extreme differences to Admiral Guest—the composition of the Navy command which is predominately civilian, and the fact that its operations are funded by the Navy Industrial Fund which allows MSC to charge its customers for services provided like any private business.

Other naval units Admiral Guest has headed or worked for used appropriated funds provided in the Navy budget. "Working with the industrial fund is rewarding because you can see the results of your work more clearly."

MSC civilians and military, both ashore and afloat, are very professional and cooperative, Admiral Guest noted, "and in some cases inspirational." The backbone of MSC, Atlantic, he said, is "our crewmen at sea and our staff ashore. Although their outstanding efforts are sometimes rewarded, there is never enough recognition for the consistent day-to-day teamwork of MSC, Atlantic employees."

During the past two years there has been a shift of emphasis from command-controlled, point-to-point delivery of cargo to Navy fleet support—to the manning of those ships and special project vessels. Admiral Guest emphasized, however, that although the day-to-day emphasis has changed, Defense Department cargo deliveries have actually increased although more of it is being delivered by U.S.-flag commercial ships than by government-owned Civil Service-manned vessels.

About six months after Admiral Guest was assigned to MSC, the Atlantic area command began "an aggressive program to upgrade the material condition of our ships." This ongoing program "is working," said the admiral, "by making the masters and other responsible shipboard people aware of their responsibilities for material condition of the ships."

A recent accomplishment by MSC, Atlantic that Admiral Guest is proud of is the "highly successful" Operation Reforger in which three Atlantic command controlled ships carried full loads of military equipment to Europe for a NATO exercise. Roll-on, roll-off ships USNS Comet and the chartered Adm. William M. Callaghan, and the chartered breakbulk ship SS American Ranger "were challenged to provide a practical demonstration of the concept of sealift readiness," Admiral Guest said in the December issue of Mariner magazine. USNS Meteor, an MSC, Pacific roll-on, roll-off ship, also participated.

"Neither the size, nor the scope of the operation, in fact not even the fury of a hurricane during loading operations, could deter our seamen from carrying out their mission," he said.

Admiral Guest and his wife Joan Kuhn Guest live at the old Brooklyn Navy Yard in a 16-room house built by the Navy in 1863 as the quarters for the surgeon of the first naval hospital in New York.

Most of the Guest children are away from home, either busy with their own careers or attending college. The first child was Marcia Ann, now a Roman Catholic nun teaching in Omaha, Neb. Frank Benjamin III is a Navy lieutenant, and Richard, after graduating from college, went to Michigan as a VISTA volunteer and is now in the home construction and renovation business in the Washington, D.C. area. James is a senior at the University of Maryland, and Ellen attends a small agricultural college in Colorado. Robert has an associate degree in fine arts, and is currently studying at the Pratt Institute in New York, and Joan and Stephen attend public schools in Brooklyn. Robert, Joan and Stephen are still at home.

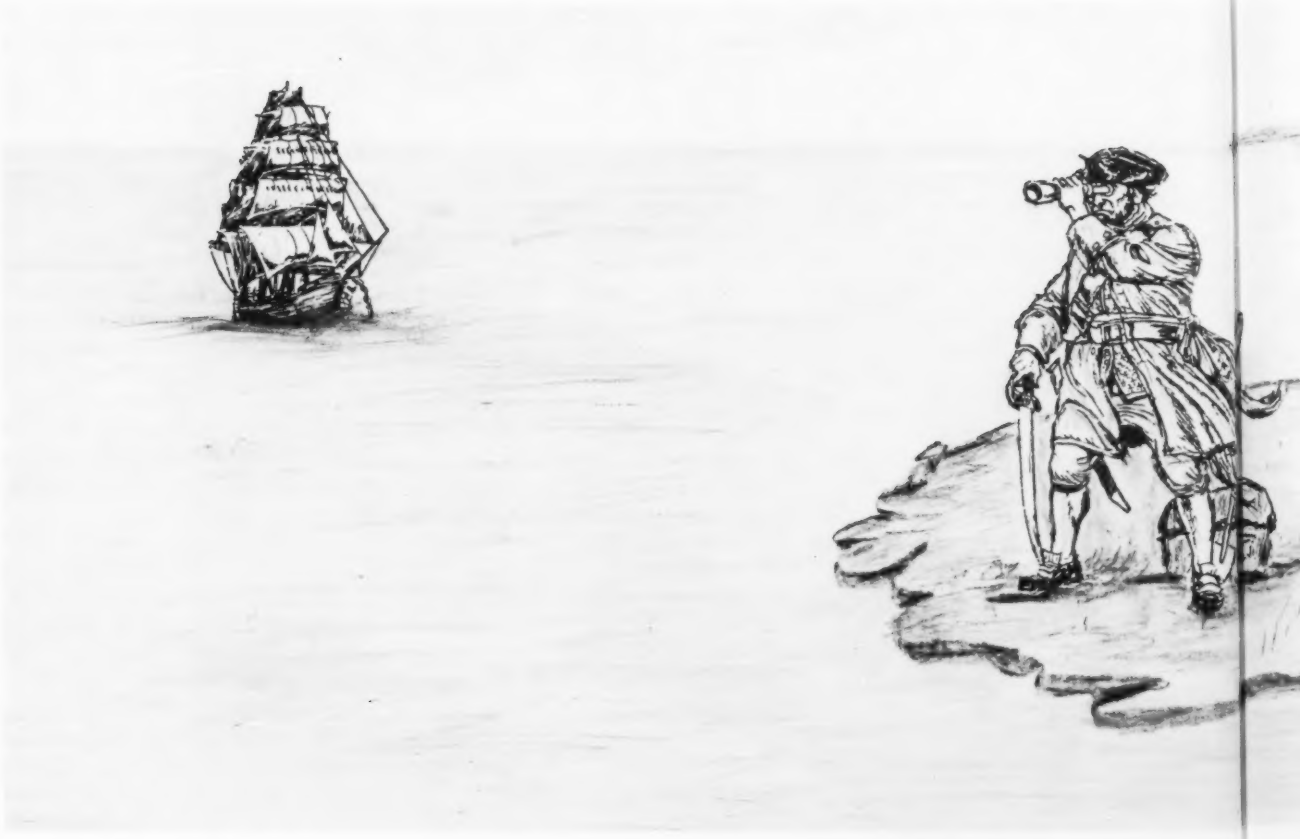
Admiral Guest was born in Washington, D.C. and attended Georgetown University School of Foreign Service. He enlisted in the Naval Reserve and was commissioned in July 1943. During World War II he served aboard the attack transport USS Neville and participated in Central Pacific invasions and the Japanese surrender on Truk.

He was on inactive duty for four years and in 1950 returned to active duty in connection with the recommissioning of USS Calvert, another attack transport. Subsequent tours included duty with the Bureau of Naval Personnel, commanding officer of the experimental destroyer USS Timmerman, destroyer USS Clarence K. Bronson, USS Hunt and repair ship USS Delta.

Admiral Guest was promoted to captain in 1964. After serving with the Naval Reserve Training Command in Omaha, he became special assistant for reserve affairs to the assistant secretary of the Navy for manpower and reserve affairs and subsequently returned to sea as commander of Destroyer Squadron 34.

He was promoted to rear admiral in July 1972 and the following June became commander of the Naval Surface Reserve at Fort Omaha, Neb. This command was eventually combined with the Air Reserve Command and relocated to a newly established headquarters in New Orleans where he served as deputy chief of Naval Reserve until his present assignment.

In addition to various campaign medals, he has been awarded the Legion of Merit, Meritorious Service Medal and the Joint Service Commendation Medal. Also, the United Nations Service Medal, Armed Forces Reserve Medal, and the Naval Reserve Medal.



Pirates Once Roamed B

Military Sealift Command, Atlantic is housed on a 400-acre man-made peninsula in New York Bay within the city limits of Bayonne, N.J., once an area infested by 17th century pirates preying on the growing shipping trade in New York.

For more than 100 years, starting about 1680, pirates operated in and around Bayonne in spite of a joint effort by England, France, Spain, and Holland to drive the pirates from the high seas. In New York Harbor, however, there was no four-nation force to do battle with the buccaneers.

Newark Bay, to the west of Bayonne penisula, and the Kill van Kull waterway to the south offered pirates scores of hiding spots. Along the shores of Staten Island to the south shore of Bayonne were many taverns where pirates posed as merchant seamen to learn news of the latest shipments and likely vessels and cargoes to be plundered.

Onslaughts became so numerous that it was common to sign on double crews in anticipation that many would be killed in attacks. Piracy reached such a peak immediately following the Revolutionary War that an enraged public demanded that it end.

The sheriffs of New York and Bergen County plus officers of ships then in port formed a plan to drive the pirates out. After several unsucessful encounters, it was decided to set fire to the woods where the pirates had their headquarters. The plan worked. The fire burned for three days and nights and the pirates fled to open ground where they were captured or killed.

That brought an end to piracy in New York Bay and the area began to flourish. Nearly eighty years later Bayonne had become a township and held its first election in 1861.

The Kill van Kull which runs along the south shore of Bayonne has a nautical distinction other than a waterway for pirate traffic. In 1900 a Navy submarine designed by John Holland was tested in the Kill. Cigar-shaped and powered by a four-cylinder gasoline engine, the sub descended into the water for 15 minutes. Neither Holland nor any

Illustration by Lynn O'Connor

ed Bayonne Peninsula

naval personnel, however, thought it prudent to go with it. They sent a chicken and a dog. When they emerged alive the sub was declared safe.

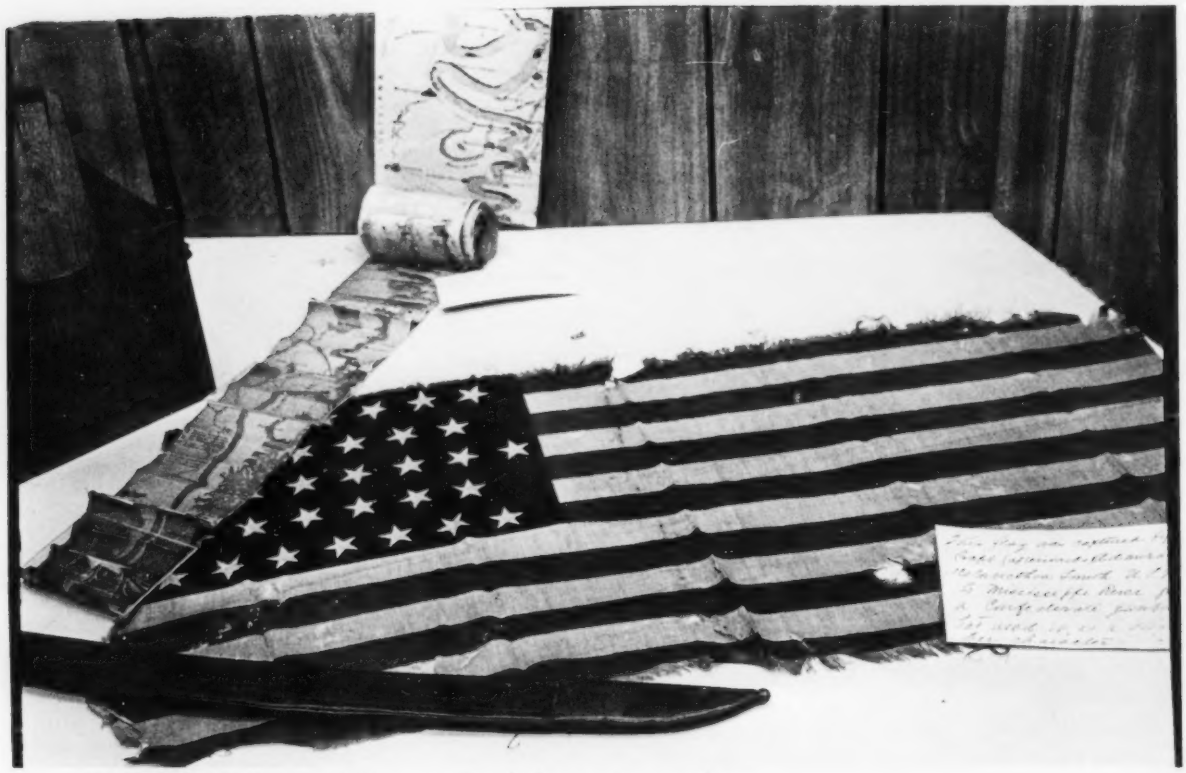
Bayonne continued to thrive and before World War I, city officials wanted to create additional industrial space by filling in its two-mile portion of New York Bay. That plan, however, was voted down. In 1932 a less elaborate plan was put forth calling for construction of a port terminal with accompanying warehouses and docks on a man-made island in the bay connected to the mainland by a narrow causeway.

Voters approved this plan, voted $800,000 bond issue, and the work began. The basic project was completed in 1939. Shortly after the start of war in Europe, the Navy began considering the terminal as a possible site for a drydock and supply base. In July 1941, Congres appropriated $7.3 million to construct the drydock, supporting facilities and the Naval Supply Center.

The first automated warehouse in the country was put into operation there in December 1960. Before its installation, employees could move 4,500 items from storage shelves to packers in a day. Automation increased the daily production rate to 7,600 items.

The Naval Supply Center moved its operation to Norfolk, Va. in January 1967 and the Army took over terminal management. At that time the only Navy unit at the terminal was the Navy International Logistics Control Office that today is housed in the same building as Military Sealift Command.

In 1975, the headquarters of Eastern Area, Military Traffic Management Command was moved from the Brooklyn terminal to the Military Ocean Terminal at Bayonne (MOTBY). And in January last year Military Sealift Command, Atlantic also moved from Brooklyn, bringing the total population at MOTBY to more than 3,000 military and civilian employees. MOTBY is the largest military ocean terminal in the United States. ⚓



TRUXTON-DECATUR MUSEUM, Washington, D.C.: This Union flag was used on a Confederate river gunboat disguised as a Union vessel during the Civil War.

Keepers of Maritime History

By Linda M. Quinones

Ever wonder how shellfish are collected, what a lightship looks like, who helped develop U.S. Navy tradition, or what working conditions for merchant mariners were hundreds of years ago?

You can find answers to those and countless other questions by visiting maritime museums in and around Washington, D.C. Most are open year round and few charge for admission.

An exhibit in the Calvert Marine Museum in Solomons, Md. depicts the life of watermen who earn their livelihood shellfishing on the Patuxent River and Chesapeake Bay. Complete with a locally produced slide show and sound track, it is one of several exhibits that vividly report the story of the seafood gathering industry.

Scattered about the museum grounds, the site of several shipyards at the turn of the century, are a variety of workboats native to the Solomons area. Some, like the Tilghman canoe, which takes its name from an island in the Chesapeake Bay, are nearly 75 years old. In addition to exhibits on estuarine biology and shipbuilding tools, the museum boasts a woodcarver who can be seen at work carving figureheads and trailboards once used to adorn ship bows.

A collection of Navy artifacts now being assembled will contain anchors, cannons and items from a World War II Navy amphibious base a half mile from Solomons.

The Chesapeake Bay Maritime Museum overlooking Miles River in St. Michaels, Md. also is oriented to the bay's maritime history. Many early vessels were built where the museum now stands. During the War of 1812, St. Michaels shipyards producted privateers and gunboats that harassed British shipping.

Visitors can watch the Edna E. Lockwood, a 60-foot two-masted workboat, being restored in the museum's boatbuilding facility or visit the Hooper Strait Lighthouse on the museum grounds. The six-sided, cottage-type lighthouse was

first lighted in 1879 and was moved from its site at Hooper Strait in 1966 to save it from demolition.

The museum also has an extensive exhibit on waterfowl hunting in the bay area. It includes skiffs, hunting boats and guns, decoys, photographs, paintings and varied memorabilia. Also on display are ship models, early marine engines and navigation instruments.

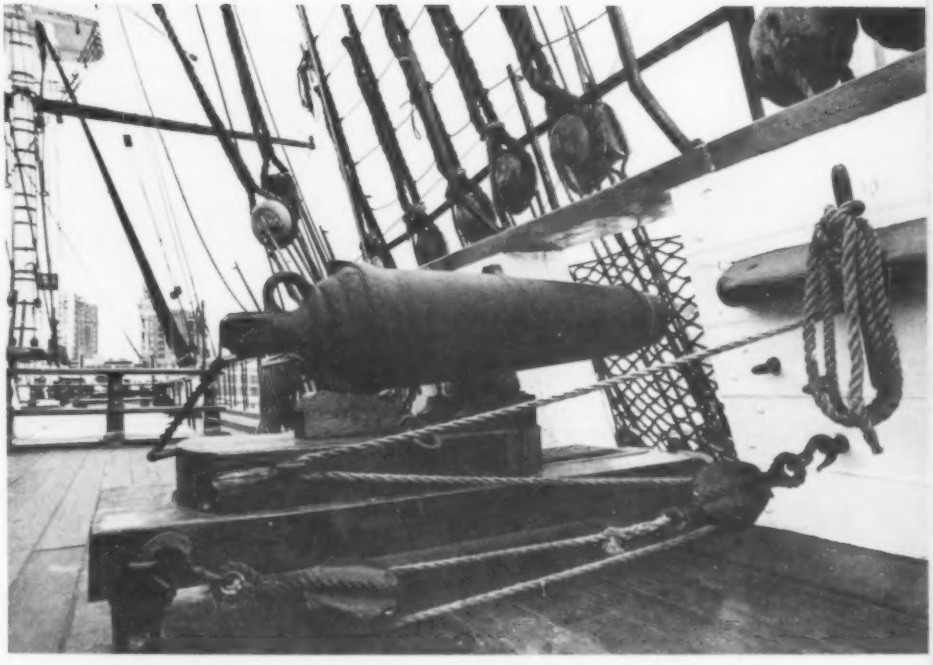
A third museum focusing on the Chesapeake Bay maritime heritage is operated by the Maryland Historical Society in Baltimore, Md. On display are models, paintings, prints and photographs, compasses, sextants, sailors' gear and carpentry tools. Logs of ship arrivals and departures from the port of Baltimore also are part of the museum collection.

The Smithsonian Institution's Hall of American Merchant Marine in Washington, D.C. features a collection of more than 175 of the world's finest ship models and traces the evolution of American shipping from the Colonial era to the 20th century. Plans are under way to create a Hall of American Maritime Enterprise. It will include the engine and radio rooms from the World War II buoy tender SS Oak. A licensed engineer will run the engine and sound effects will realistically create the atmosphere of the radio room. The new hall also will house exhibits of shipbuilding tools and artifacts depicting the seamen's life throughout the ages, and will cover the modern day merchant marine with models of large tankers, Great Lakes vessels and transatlantic passenger liners on display.

Another Smithsonian exhibit of interest to the nautical minded is Armed Forces Hall where the 1776 gunboat Philadelphia is on display. Sunk at the battle of Valcour Island on Lake Champlain, the vessel was restored in 1935. Models of fighting ships as well as collections of naval arms, uniforms and other memorabilia also are exhibited there.

One of several floating museums in the Washington area is the frigate

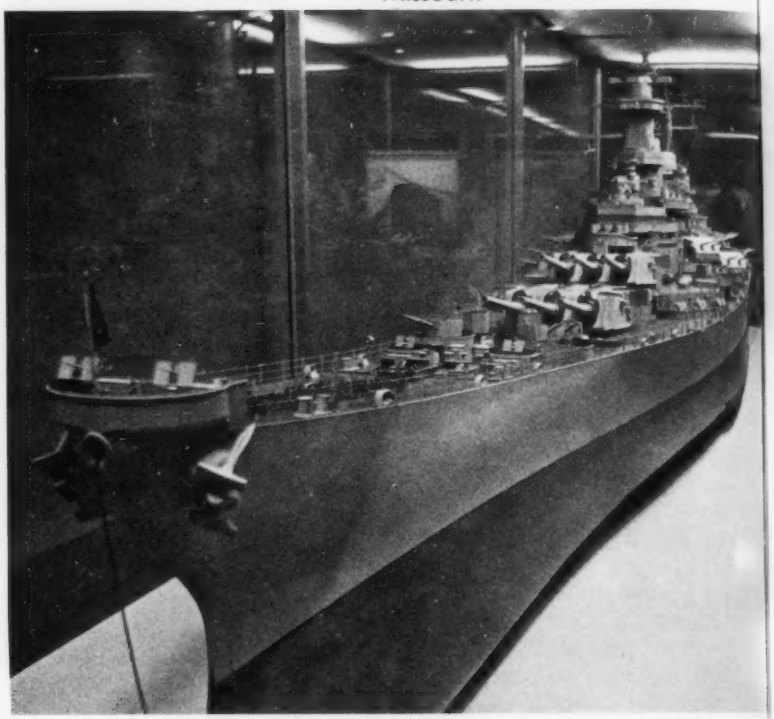
LIGHTSHIP CHESAPEAKE, Washington, D.C.: Decommissioned in 1971, Chesapeake is a floating museum of marine exhibits and has facilities for the study of marine life and Potomac River ecology.



THE CONSTELLATION, Baltimore, Md.: Construction of this frigate was authorized by President George Washington in 1794. Its cannons are still fired to celebrate special occasions.

NAVY MEMORIAL MUSEUM, Washington, D.C.: Even small objects can be historically revealing. The miniature painting of Captain Matthew contains the earliest known illustration of a Marine Corps uniform.

SMITHSONIAN INSTITUTION, Washington, D.C.: This is a model of the USS Missouri.



Constellation, first ship built by the U.S. Navy and oldest vessel in the world continuously afloat. Construction of the Constellation was authorized by President Washington in 1794 and the ship was commissioned in 1797. The vessel, built in Baltimore, has participated in every American war except the Revolution and the conflict in South Vietnam. Exhibited on board the Constellation are shipbuilding tools and navigational instruments of the 18th and 19th centuries. The captain's quarters are being restored with the orginal bunk, conference table and chairs already in place. The vessel, located in Baltimore, is open seven days a week, year round, and the ships cannons are fired on special occasions.

Another floating attraction for tourists visiting D.C. is the lightship Chesapeake. Built in Charleston, S.C. in 1930 for the Lighthouse Service, the ship began service as LS-116, marking the entrance to Delaware Bay. In 1933 it was transferred to the Chesapeake Bay station where most of its remaining years of active life were spent. Decommissioned in 1971, the Chesapeake was acquired by the National Park Service. On board Chesapeake are marine exhibits and facilities for the study of marine life and Potomac River ecology. The ship is open year-round to the general public Thursday, Friday, Saturday and Sunday from 10 a.m. until 4 p.m.

Several museums in the D.C. area house artifacts relating to the U.S. Navy and Marine Corps. The Navy Memorial Museum at the Washington Navy Yard is second in size only to the Smithsonian Institution among Washington Museums. It contains some 4,000 artifacts depicting more than two centuries of U.S. naval history. On display are uniforms, small arms, torpedoes, naval gun projectiles, ship models, flags and paintings. Exhibits and dioramas show major U.S. Navy battles from the Revolutionary War to the present. Two midget submarines are on display in nearby parks.

The museum houses a miniature painting of Marine Corps Capt. Matthew Parke, an officer of the early American warship Alliance. The detailed portrait shows Captain Parke in uniform and is the earliest known illustration of a Marine Corps uniform. Even the insignia on the uniform buttons are visible in the painting.

The Navy Memorial Museum is the home of one of 15 swords approved by the Continental Congress for officers of the Revolution. Presented to Commodore John Hazelwood of Pennsylvania, it was the only one to go to a naval officer. Made in France at a cost of $125 each, the swords have gold and silver handles. A similar sword, given to Marquis de Lafayette, was recently auctioned in France and brought a price of $145,000.

The Navy Yard itself is rich in history, having been established in

1799, a year before the capital was moved to Washington, D.C. Visiting foreign dignitaries came into the country via ships and the Navy Yard until the advent of passenger aircraft. It was through the Navy Yard that Charles Lindbergh returned to the nation's capital after his solo flight from New York to Paris in 1927 and the body of the Unknown Soldier of World War I was delivered to the Navy Yard.

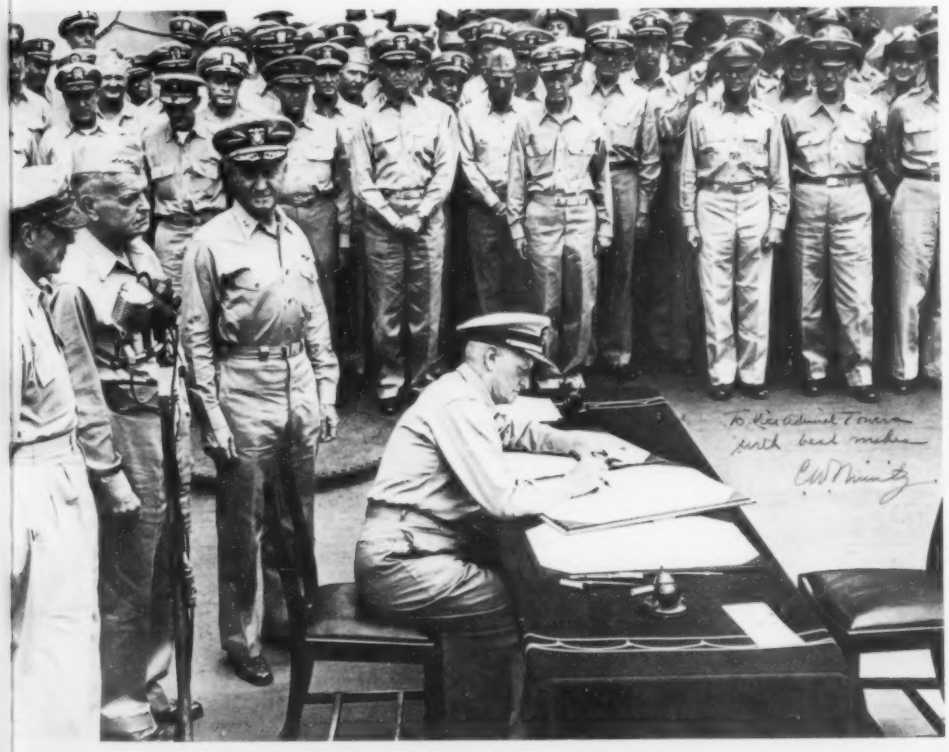
Several special exhibits are being readied for spring showing by the Navy Memorial Museum. One will trace the history of radio, sonar and radar in the U.S. Navy and will include the first radar set put aboard a Navy ship—the battleship New York, in 1939. Plans also include exhibit of the bathyscaphe Trieste. In 1960, it reached a record depth of 35,810 feet in the Pacific's Mariana Trench with Jacques Piccard and Navy Lt. Don Walsh aboard.

More than 55,000 artifacts have been gathered by the U.S. Naval Academy Museum in Annapolis, Md., including the world's largest collection of items relating to John Paul Jones. Exhibited there is a flag with the words "Don't Give Up the Ship." It is from USS Lawrence, Commodore Oliver Perry's flagship during the Battle of Lake Erie. The museum also has more than 250 ship models, manuscripts, paintings and widely varied items which depict the history of the U.S. Navy. The museum is the official repository, by proclamation of President James Polk, for all captured enemy flags and contains more than 600 American and foreign flags. Also on display is the mess table from the USS Missouri on which the Japanese delegation signed the document proclaiming, "unconditional surrender . . . of all Japanese forces" at the close of World War II.

Upcoming exhibits include one on artists Henry Reuterdahl (1871-1925), whose work appeared as World War I Navy recruiting posters. Reuterdahl toured the world with the Great White Fleet in 1908 and did sketches, watercolors and paintings pertaining to Navy life. Many will be part of the exhibit.

The Truxtun-Decatur Naval Museum, located in the carriage house adjoining the historic home of Stephen Decatur, less than two blocks from the White House, contains exhibits covering the U.S. Navy and Marine Corps. The museum is named for Decatur, who distinguished himself during the Tripolitan War, and Commodore Thomas Truxton, another naval figure of the period. Among artifacts on display is a five-foot model of the CSS Alabama, a Confederate cruiser that destroyed 68 Union ships before being sunk off Cherbourg, France in June 1864.

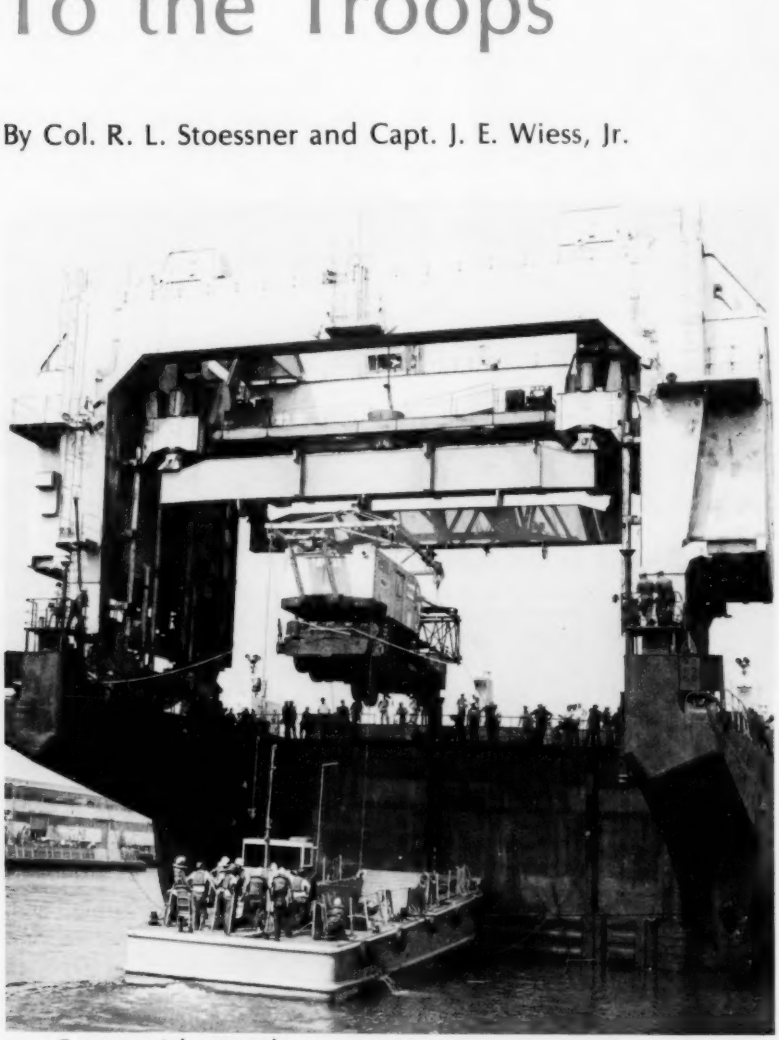
Museum displays also include many personal effects of Capt. David Porter and his son, Adm. David Dixon Porter. Captain Porter commanded the frigate "Essex" on the ship's two-year expedition against British shipping during the War of 1812. Adm. David Porter held several commands during the Civil War and is credited with opening the Mississippi River for Union forces during the war. He was superintendent of the U.S. Naval Academy from 1865 to 1867.



U.S. NAVAL ACADEMY MUSEUM, Annapolis, Md.: Adm. Chester Nimitz signs the document of Japanese surrender aboard USS Missouri while Gen. Douglas MacArthur, and Adms. William Halsey and Forrest Sherman look on. Photo, pen, table and document are on display at the museum.

Over the Shore To the Troops

By Col. R. L. Stoessner and Capt. J. E. Wiess, Jr.



Commercial stevedores at the Naval Supply Center, Norfolk, Va. load a large crane on LASH Italia for delivery to the exercise area at Fort Story, Va.

The impact of containerization on Department of Defense logistics could be expressed with the saying, "I've got some good news, and some bad news."

The good news applies to all sectors of the transportation industry. Containers offer new concepts in the areas of accountability, distribution, scheduling, packing and packaging, speed of handling at transfer points, and economies that stem from high volume shipments.

Prior to the introduction of containers with standardized dimensions, accountability of cargo was influenced by its multiple personalities—boxes, pallets, and pieces. Documentation was oriented around the original consignment and tailored to the initial mode of transport. Shipments had a different meaning for each person in the distribution cycle from manufacturer to shipper. The manufacturer visualized each shipment as an order. Each transporter thought of it as a truck or car unit, and the movements coordinator dealt with the total package.

The container is essentially a piece of cargo that relates to all of the definitions common to cargo, documentation, and shipment. It allows for single item tracking, or accountability, and has an integration effect because it is a practical size load each mode can handle. Container scheduling involves a simple movement of a cargo unit from point to point with integrity of the load assured by the nature of its container.

Shippers can reduce packing and packaging requirements since each piece of cargo no longer must stand on its own, thus reducing cost to the shipper and speeding the transit preparation time. Since they now can transport and handle 22½ tons of cargo with a single rather than 10 to 12 lifts, shippers can take advantage of volume movements in addition to reducing packing requirements.

Advantages of the container are basically historical in that they have fulfilled the promises of the in-

novators in the mid-1950s, increased productivity and transit speed, and introduced a common denominator into the mainstream of the distribution system. All of these fall into the category of good news. The bad news? The adjustments that have been required to accommodate the container.

A 20x8x8-foot box weighing up to 22½ tons, approximately the size needed for industry-wide use, requires container handling equipment that is itself new in design, concept, and capability—and larger than that previously available. The accepted method of operation for container transport has been to place the container on a trailer of skeletal design for road or rail movement to ports that have container handling berths. The high cost of providing this dedicated type of equipment and facilities is the price that must be paid by a port to remain active in today's intercontinental trade. It is substantial.

The military services must develop a container handling capability that can stand by itself and yet be integrated with commercial assets in service around the world. Currently, there are two efforts under way. One, under the proponency of the U.S. Navy, is the Container Off-Loading and Transfer System, known in military language as COTS. The second, an Army program, involves modification of the traditional breakbulk-oriented terminal service company to a unit that can handle containers in any operational environment. As in the commercial industry, the military trend has been toward more efficient, hardware-oriented, capital-intensive systems and away from reliance upon large labor pools.

Commercial industry has led the development of container delivery systems for the past 20 years and the military services have tapped that experience in procuring equipment and in development of their own operational procedures. However, military operational environments often are different—over-the-beach for example—and require that equipment and procedures used by the military services must be validated on an individual as well as a system basis. That type of test is currently under way in the Hampton Roads, Va. area and is known as a Joint Logistics Over-the-Shore or LOTS test.

Sponsored by the Department of Defense, director of defense research and engineering, it involves elements of the Army, Navy and Marine Corps with Maj. Gen. Alton G. Post, commanding general and commandant of the Army Transportation Center and School, serving as test director. The test has three major objectives. First, to assess service capability to deploy outsized container handling equipment via commercial carriers. Second, to assess military ability to establish a logistical operational capability that can assure delivery of containerized military cargo in an austere beach environment. Third, to evaluate ability of the military services to operate and control a LOTS operation and to manage the movement of a substantial number of containers in a changing operational environment.

Current plans call for most of the logistical support and support elements to be transported to a theater of operations by commercial merchant ships. The joint LOTS test has been designed with two distinct but related phases. Phase one includes four independent pre-tests

Army containerized cargo is discharged from the U.S. Lines breakbulk carrier American Courier at Fort Story to landing craft for delivery to the shore.

oriented around the technical issues associated with deploying container handling and associated operational equipment by ships in the existing merchant marine fleet, such as a conventional breakbulk ship, heavy-lift breakbulk ship, the LASH and the Seabee. Three pre-tests already conducted have shown that the container handling and support equipment available to the military services can be deployed via commercial assets.

Phase two of the LOTS test is an operational exercise that will involve the three military services in a controlled Logistics Over-the-Shore operation. The equipment of the various operational elements will be loaded on a commercial breakbulk ship and a barge ship in ports by commercial stevedores and deployed to Fort Story, Va. The equipment will be discharged by military cargo handlers while the ships are anchored in open water and an operational base will be established on the beach.

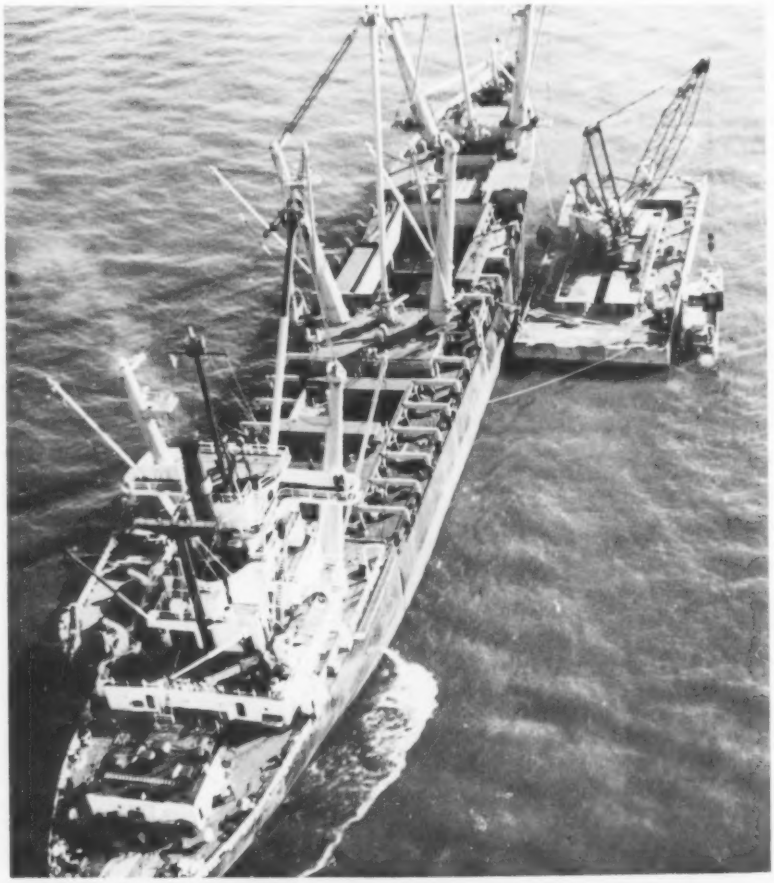
A typical non-self-sustaining container ship with 600 loaded containers will join the test fleet off the coast. The main objective for military planners is to deliver containers from a commercial ship over the beach to ground troops using military cargo handlers, and equipment already in the armed services inventory. The goal is delivery of 300 containers a day, approximately 3,900 tons.

Normal breakbulk capability has been 720 to 1,000 tons a day. Equipment used—commercial in design for the most part and adapted by the military—consists of two types of large cranes (one of which will be mounted on a barge); a frontload container handler for soft soil operations; a readily deployable, temporary pier facility, and an automated documentation system for control and management of container traffic. In addition to delivering containers for the first time in a sustained LOTS operation with military assets, test units will simultaneously move breakbulk cargo across the beach.

Adopting and adapting commercial equipment, using it in conjunction with assets available in the military inventory, which is what the LOTS test is all about, will strengthen industry-military capability to support military operations, but it is not the entire answer.

Machines and techniques are only as effective as the ideas and skills of people who design, develop and use them. Exercises, such a LOTS, provide an opportunity for civilian and military transportation people involved in planning and conducting operations and operating available assets, to exchange ideas, to better understand each other's problems, and to appreciate the challenges they would share in a real emergency.

Eventually, if past history of transportation is a valid indicator, worldwide distribution systems will become truly intermodal—with cargo able to move by land, sea or air from supplier to user with the greatest possible efficiency, at the lowest possible cost. That goal demands new transportation organizations, new and better standardized types of equipment, and integrated documentation systems that will greatly improve man's ability to manage the flow of goods and materials. It will result only from an industry-wide willingness to de-emphasize competition between various transport modes and a universal commitment to development of a single, multi-purpose, national transportation system. ⚓



One objective of LOTS exercises is to determine ability of different types of commercial ships to deliver heavy Army equipment where port facilities are unavailable.

USNS Waccamaw Sea Dog

Boats has his own life jacket, station and billet number.

In seafarers' jargon a "sea dog" is an experienced seaman who has sailed the oceans and visited many of the world's ports. He has a good set of sea legs and his only real home is the ship he serves on.

On the Military Sealift Command oiler USNS Waccamaw there is a real "sea dog" if there ever was one. Although not on the crew list, he has served faithfully aboard two MSC ships for more than two years.

His name is Boats. He has sailed the oceans, explored many ports, calls the Waccamaw his home and has good sea legs—four of them.

Paul Sinski, master of Waccamaw, acquired the maritime mongrel in Rota, Spain a couple of years ago when Boats was a six-week-old pup. Sinski then was assigned to the oceanographic survey ship USNS Bowditch.

When Sinski and Able Bodied Seaman Harvey Headman transferred to the Waccamaw, they took Boats with them. Headman is the dog's master.

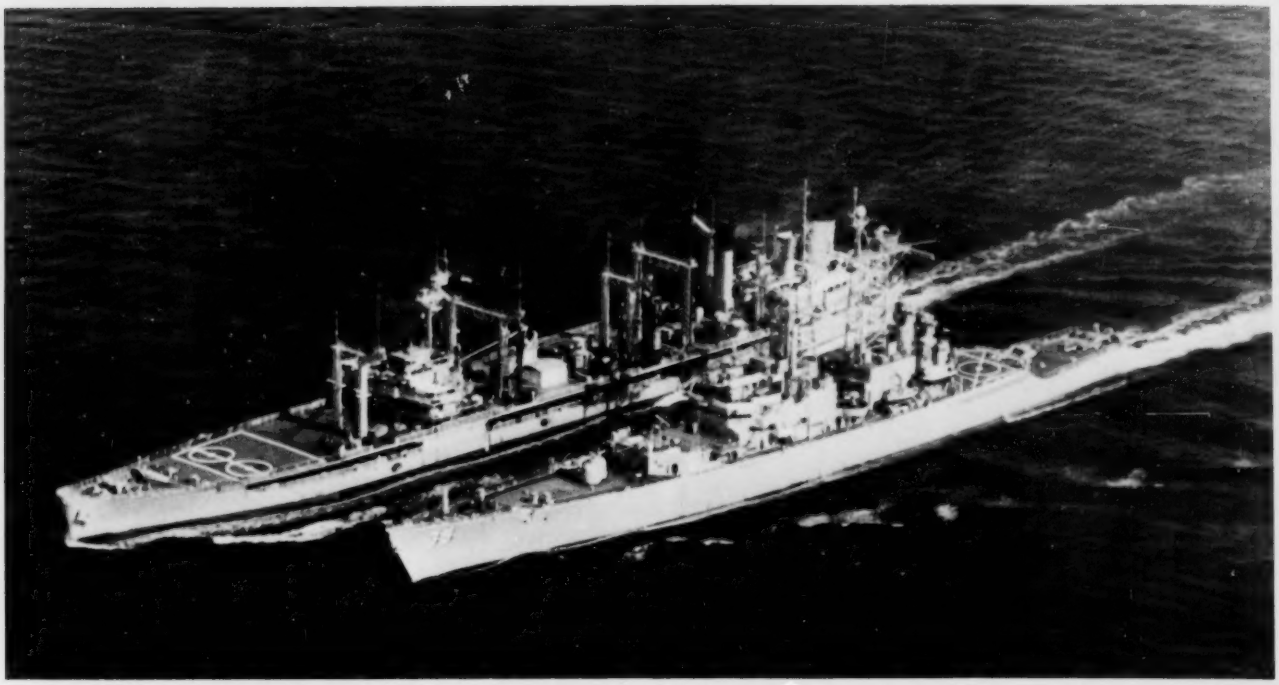
Although Boats receives plenty of attention from the Waccamaw crew, he is not treated like a household pet. "Boats is a real sailor," Sinski explained. "He stands sea watches, and in port stands a full eight-hour watch at the gangway."

During underway replenishments Boats stands on the captain's chair on the bridge wing and greets each ship with a bark and a wag of his tail.

"Boats has his own life jacket, life boat station and billet number. His favorite sport is swimming at the various beaches after the ship arrives in port. Boats has the full run of the ship but when we are involved in underway replenishments he stays on the bridge because he knows it's the safest area."

Boats goes on liberty with the rest of the crew and Sinski reports "his behavior ashore is like a merchant sailor in every way." Sinski did not elaborate on what kind of behavior that is. ⚓

Boats likes to stand in the captain's chair to greet ships with a bark and a tail wag.



Military Sealift Command's oiler USNS Passumpsic (left) maneuvers alongside the nuclear powered guided missile cruiser USS Truxton during an underway replenishment. Passumpsic and two other MSC oilers—USNS Mispillion and USNS Navasota—have been providing fleet support for the Seventh Fleet in the Pacific and Indian Oceans. Passumpsic recently received the MSC Smart Ship Award.

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